

### 3.0 Site by Site Assessments and Mitigation Proposals

Site ID: 6

Site Name: Clyde Waterproof Works

#### *Condition of the Archaeological Resource*

This site is a complex of historic buildings, of varying date. The western part of the site (the earliest part of the works) retains much of its original layout and many original buildings and features and subsequent phases of expansion are legible beyond this. Several of the buildings are standing and roofed and have been in use until very recently. Some of the buildings retain significant historic fixings (winch/hoist apparatus, other power transmission fixings, and numerous miscellaneous hooks, bolts, and other fixings in the walls and ceiling joists). The operational layout of many of the buildings is still apparent from such fixings, the architecture itself, and from other features, like discrete areas of concrete floor (machine stances?). However, several of the other buildings are severely dilapidated (with collapsed roofs, major cracking in the walls, significant vegetation colonisation, for example). These dilapidated structures pose Health & Safety problems. Other elements of the site, such as a disused gateway and entrance from the main road, also survive.

#### *Impact*

All the historic buildings, with the exception of the more modern office block occupying the north of the site, will be demolished.

#### *Significance*

This site is of regional importance. More specifically, its importance will include the following aspects:

- survival/condition: this site displays remarkable survival, both in the case of individual buildings and in the case of the complex as a whole. In addition to the buildings and the layout of the complex, *in situ* machinery and other fixings survive.
- group value: this site will group with the other industrial sites on the M74 route to allow a comparison of working practices, conditions, and other factors across the industrial sector.
- rarity: this works is of a type that was never very common, and the level of its survival adds to its rarity.
- multi-period/single period: the works complex appears to have developed organically over the period from 1870 to the near present, and its development is legible through the layout of the complex and in individual structures. Moreover, much of the original, late nineteenth century phase of the works is preserved for analysis. Subsequent development of the site largely involved an expansion to the east, rather than the demolition and replacement of early buildings. Detailed analysis of the site layout and its individual parts should thus be able to consider both the character of the works in its early phase and the transformation of the factory through time.
- Documentation: the site is poorly documented. No documentary archive survives (the firm has been in the same ownership since its inception, and the present manager has stated that a historic archive has not been preserved). Furthermore, analysis of the detail of the site is not served by large-scale historic Ordnance Survey maps or contemporary plans. The archaeology of the surviving buildings is thus a primary resource for our understanding of the site. Despite the lack of an archive for the site, though, the fact that the firm has been with the same owners throughout its lifetime suggests that oral history may prove to be a valuable complement to archaeological analysis in this case.
- technological or scientific interest: the level of survival and character of this works indicates that significant information will be obtainable on the operation of the complex, the processes carried out (which can be studied from the site itself and through oral history), and other technical matters.

#### *Mitigation Recommendations*

Standing building survey at Level 4 (cf section 6.3 of Part 1 of this report). This will comprise a fully analytical survey, a full analysis of the complex as a whole and its individual structures and their surviving fixings and other details. Forms of record will include a written analysis and description, photographs, appropriate measured drawings (plan layout, individual buildings plans and elevations, detail drawings),

and any other forms deemed necessary to fully describe and understand the site. All other available sources of information should be included in the analysis (those maps that do exist, any archive sources that can be identified, and oral history), and the works will be situated in its broader historical context (cf sections 5.3 and 6.1 of Part 1 of this report for an outline of the relevant main research themes for such a site).

### *Summary History and Historical Context*

This site appears on the second edition Ordnance Survey of the 1890s and subsequent maps. However, it falls outwith the area surveyed for the detailed town plans. Hume suggests that the works was founded in the mid nineteenth century, and a more exact date of 1870 can be given (information from Somerville & Morrison, the recent occupiers: the firm has been in the same hands from 1870 until the present day). In its early years, the factory manufactured waterproof cloth, including a variety coated with a compound which made it impervious to gas. This 'Brattice' cloth was used underground in coal mines in the air ventilation system. Later, especially during the two World Wars, the firm diversified into webbing for the military and now it still produces waterproof textiles, but concentrates on waterproof paper. SCRAN states that this factory is the last of its kind in Scotland and of a type that can never have been common.

The site retains many original structures and features alongside later additions, and appears to have evolved organically over the period from 1870 to the present. In all, there appear to be 6-8 main buildings with numerous lean-to additions and other appendages (the condition of some areas of the site precluded full access to evaluate the surviving remains). The earliest buildings lie in the western half of the site, and the third edition Ordnance Survey of the early years of the twentieth century shows that operations were confined to this part of the site at that time. Some time after that map (ie during the First World War or subsequently), the site began to be extended to the east. The latest substantial structure appears to be the office block adjacent to the main entrance, which appears to be mid twentieth century in date. Preliminary examination of the surviving nineteenth century buildings has indicated that in places they too were extended or altered in the twentieth century. Some of the earlier buildings retain machinery fixings (hoist apparatus, power transmission fixings and parts, and various other fixings, hooks etc). Loose machinery parts are present in some parts of the factory, although the site was being cleared at the time of visiting. The firm still uses some old machinery (dating to the 1930s, we were told) in its processes today.

Several of the oldest buildings are in a poor state of repair (with collapsed roofs, significant cracking in the walls, and other faults).

This factory had originally been accompanied by its own company-built tenements, which no longer survive as upstanding buildings. However, the site of these tenements will not be subject to any impact from the motorway.

### *Non-archaeological Sources*

#### *Documentary Sources*

NMRS ref MS749/4699 J R Hume Industrial/CBA cards (filed under Lanarkshire, Rutherglen Parish; contact prints attached). Otherwise, no documentary sources identified (the recent owner has stated that no early archive exists for the firm).

#### *Plans*

None identified (the recent owner has stated that no early archive exists for the firm).

#### *Photographs & Illustrations*

SCRAN ID 000-000-184-765-C; 000-000-184-767-C; 000-000-184-766-C  
(RCAHMS; see NMRS digital images below)

#### *NMRS (1974):*

GW2204PO View of sheds  
GW2205PO View of tarring machinery  
GW2206PO View of drying tower  
GW2207PO General view

GW2208PO General view  
GW2209PO General view

*NMRS digital images (1974):*

SC423889 General view  
SC423888 View of tarring machinery  
SC423886 View of drying tower  
SC423884 General view  
SC423883 General view  
SC423882 General view

*Secondary Sources*

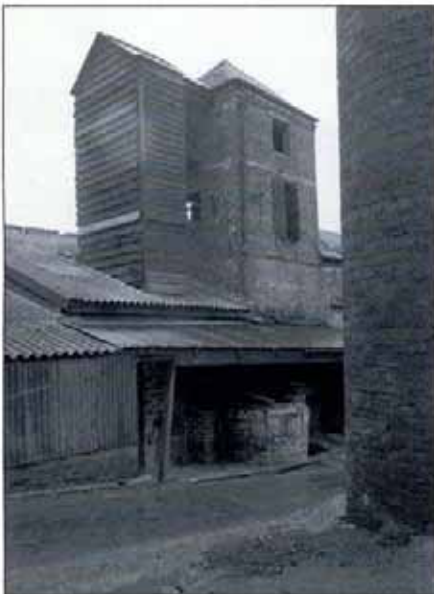
Hume, J R 1976 *The industrial archaeology of Scotland: 1, the Lowlands and Borders*. London: Batsford.

GUARD

Site 6 – Clyde Waterproof Clothworks



Rolling machine that coated the cloth with gas proof chemicals  
SCRAN ID 000-000-184-767-C



Drying tower  
SCRAN ID 000-000-184-766-C



General View  
SCRAN ID 000-000-184-765-C

GUARD

Site 6 – Clyde Waterproof Clothworks



Art Deco Office



From North



From West



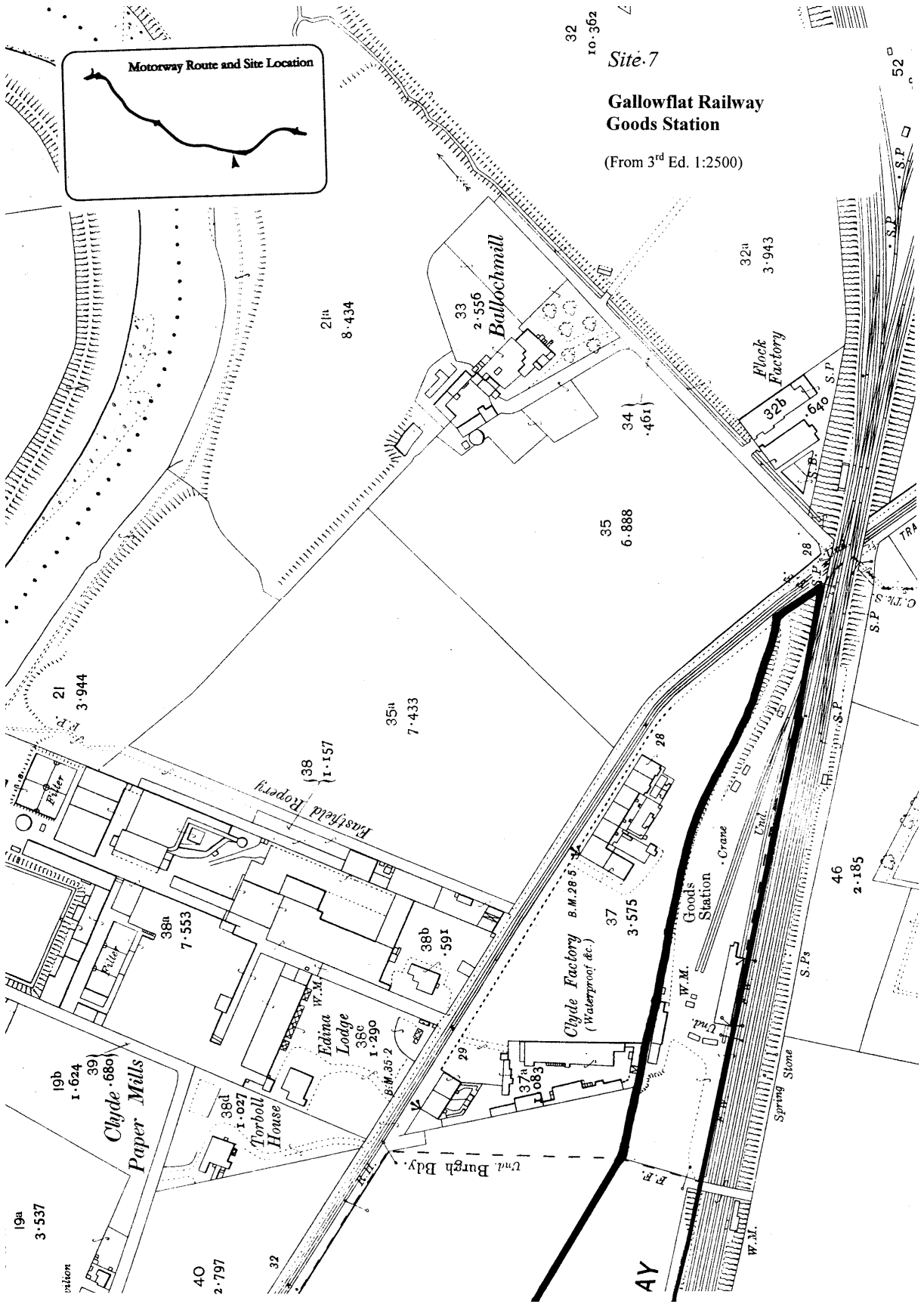
From West



From South West



From South with site 7 in foreground



Site 7  
Gallowflat Railway Goods Station  
(From 3<sup>rd</sup> Ed. 1:2500)

Site ID: 7

Site Name: Gallowflat Railway Goods Station

*Condition of the Archaeological Resource*

Site of goods station, no longer standing. Station buildings are gone and the area is now a railway maintenance yard. However, one prefabricated corrugated iron shed remains, as does the original road of setts.

*Impact*

No direct impact. Any impact will be on the setting of the site.

*Significance*

This site is of low importance. During its period of operation it was an important part of the local infrastructure and, thus, part of the local industrial landscape. Its relationship with its contemporary environs is thus significant to our general understanding of the industrial history of the area.

*Mitigation Recommendations*

Photographic survey (cf section 2.2.3 of Part 1 of this report). This form of rapid survey will aim to record important views to and from the site, specifically targeting those views affected by the motorway development. The record will comprise general photographs of the views and any more detailed shots identified as relevant while undertaking the survey. Particular attention should be paid to any surviving visual relationship with contemporary elements of the surrounding landscape (ie dating from the late nineteenth or early twentieth centuries, but also taking into account any significant elements of the pre-existing landscape or more modern features relevant to an understanding of the developing historic setting of the site). Such relationships might be established through the consultation of contemporary maps, with the relevance of the view ground-checked in the field.

A brief written record should be maintained as a record of the photographs taken, their subjects, and any additional information relevant in understanding the selection of particular views or the content of the photographs.

*Summary History and Historical Context*

This goods station appears on the second and third edition Ordnance Survey maps, and was thus in use by the 1890s and remained in use into the early twentieth century. Its absence from the fourth edition implies that it went out of use sometime after the First World War. The station is associated with the Caledonian Railway.

*Non-archaeological Sources*

*Documentary Sources*

An archive of Caledonian Railway records is held by GUAS (GUAS ref UGD8). This archive has not been appraised for the present study.

*Plans*

None identified (see entry on documentary sources above).

*Photographs & Illustrations*

None identified (see entry on documentary sources above).

*Secondary Sources*

None identified (but general secondary sources referring to the Caledonian Railway undoubtedly exist).



Site ID: 8

Site Name: Caledonian Pottery

*Condition of the Archaeological Resource*

Few upstanding remains, but substantial buried deposits survive. The Phase I evaluations showed that evidence survives of between one and two phases of activity associated with the pottery. Concrete surface at ground level seals deep deposits of pottery wasters and built structures. It appears that the original pottery is buried under 1-2 m of made ground. In some locations the original works appear to survive in good condition, but the depth of made ground prevented intensive investigation. The pottery factory is surrounded by an extensive and substantial spread of pottery waste and kiln furniture (up to 2 m deep).

*Site Description*

The site of the former Caledonian Pottery is situated on the east side of Farmeloan Road, Rutherglen. The west coast mainline railway forms the southern boundary while a railway goods yard forms the boundary to the east. The northern boundary consists of a mainly stone-built retaining wall, with a drop of between 2–3 m, that separates the pottery from the site of Grozet Hall (site 9). Farmeloan Road is elevated above the level of the pottery site because the road is carried on a bridge over the railway. The western portion of the site slopes down to the factory area which is reasonably flat. To the east of the position occupied by the pottery factory is a level platform of made ground standing approximately 1.5 m higher than the rest of the site. This raised area is at the same level as the railway goods yard adjacent to the east. Here surviving concrete structures may be the bases of cranes or other loading equipment relating to the steel manufacturing works which succeeded the pottery in 1930. Two ramps provide vehicle access to the raised area.

The Caledonian Pottery operated on the site from 1870 to 1930 and our limited understanding of its layout comes mostly from the Ordnance Survey (see Summary History, below). Following the closure of the pottery, the factory was demolished and a steel-manufacturing firm took over the site, erected new premises, and modified the site's layout. The steelworks operated until c 1960 when it was demolished; since then it has remained unused. Extensive areas of concrete bases and foundations still survive over much of the site, particularly adjacent to the railway line. Much of the site is now overgrown with scrub trees (silver birch), particularly next to the railway and goods yard. Evidence of fly tipping exists across the site, particularly adjacent to Farmeloan Road.

*Site Investigations*

The initial archaeological investigations were undertaken in conjunction with the geotechnical and contaminated land investigations in 2002 and were reported in summary form in the 2003 contribution to the Environmental Impact Assessment (GUARD 2003). These investigations involved the archaeological monitoring of mechanically excavated test pits dug for the geotechnical and contamination studies. Mechanically excavated trial trenches were also excavated for archaeological purposes across the site. While the test pits and trial trenches were all excavated under close archaeological supervision, the test pits were not entered by archaeologists (for health and safety reasons) and all recording was undertaken from the trench edge. The trial excavations were intended to identify the presence or absence of archaeological remains and consequently were limited in size and distribution (see illustration). Having established the presence of substantial archaeological remains, these trenches were recorded and backfilled. Although some areas under concrete were investigated, not all of the concrete areas were investigated.

The agreed programme of work for the second stage evaluation was to make a detailed survey of the site and in particular to identify archaeological deposits at risk from the process of constructing an embankment. This topographical survey (undertaken between July and September 2004) allowed the post-pottery history of the site to be better understood and the main features to be interpreted (eg the concrete crane base and storage yard/platform) (see illus illustration). This report draws upon the Phase II survey and Phase I trenches.

*Archaeological Trial Trenches* (see illustration)

Trench 1 (7 m by 2.4 m by 1.8 m maximum depth)

Located within the main concrete surface on the north side of the site. Excavation revealed that beneath the concrete and bedding material (up to 0.8 m deep) was a deep deposit of clay over 1 m deep that

sealed a brick floor. This surface survived over most of the trench area and is presumed to represent the factory floor of the pottery.

Trench 2 (9.7 m by 3.5 m by 3 m)

This trench was located as an extension to test pit S175. Excavation revealed that beneath the concrete and bedding material was a layer of rubble including a concentration of red bricks and an extensive layer of brown silty sand. Further excavation revealed that the red-brick rubble originated from a brick wall that runs east/west. This may represent the southern exterior wall of the pottery. To the south of the wall a concrete or cement floor surface was revealed at a depth of 1.6 m. To the north of the wall the brown sand layer sealed a loose voided deposit of demolition material including blocks of masonry. Further excavation through this material uncovered a substantial brick-built drain or culvert at a depth of 2.7 m. This drain appeared to contain white-pale grey clay (or clay slip).

Trench 3 (15 m by 3.3 m by 1 m maximum depth)

This trench was located next to test pit 511S. This trench was located off the concrete floor of the steel works and here archaeological remains were uncovered at a much higher level. Clearance of the topsoil and overburden revealed concentrations of brick debris that on further excavation turned out to be the remains of a north/south brick wall, possibly the west exterior wall of the pottery. A brick floor was encountered at a depth of 1 m below the present ground level. Further investigation of the brick floor revealed a curving arrangement of bricks that may be the remains of a kiln base. To the west of the brick wall a concrete surface was uncovered at a depth of 0.7 m, along with a brick-built manhole containing a ceramic drainpipe.

Trench 4 (3.4 m by 2.2 m by 2 m maximum depth)

Excavation revealed a deep deposit of mixed rubble debris up to 2 m deep that covered a brick surface, which ran over most of the trench. At the west side of the trench two drains were uncovered at the edge of the brick floor.

Trench 5 (4.5 m by 2.2 m by 3.2 m)

Excavation revealed that beneath the topsoil and overburden were several layers of mixed ash, sand and rubble that appear to form discrete tip lines in section. At a depth of 1.7 m these layers sealed a level layer of ash which in turn sealed a layer of debris consisting almost entirely of pottery sherds 0.2 m thick. Beneath this was a layer of ash 0.8 m deep.

Trench 6 (6.8 m by 2.4 m by 2.5 m)

Beneath the topsoil and overburden was a layer of ash and slag up to 1 m deep; this sealed the junction of two red-brick structures. The east-west running structure may be a wall or a disturbed brick floor. This formed a corner with a substantial wall running north-south. Both these features were only observed in the trench section; they did not extend into the trench. Beneath these brick structures was a deep layer of sandy silt which sealed another north/south brick wall at a depth of 2.5 m. This feature may be a culvert or drain.

Trench 7 (6.5 m by 1.6 m by 1.4 m)

Beneath the topsoil was a deep deposit containing ash and slag which appeared to form tip lines. This covered a concrete surface at a depth of 1.4 m below the present ground surface. There was no pottery or kiln material within the overburden.

*Observations Made at Geotechnical Test Pits*

These brief descriptions draw attention to the presence of pottery waste and structural remains. The circumstances of machine excavation prevented detailed recording.

T 511S      Brick-built drain filled with broken pottery at 2.4 m.

T 517N      1.9 m of overburden covering concrete surface. Below the concrete was a mass of pot waste covering a wall at a depth of 2.5 m.

T 517S	Steel plates at 1 m, further steel waste to a depth of 3 m.
T 523N	Pottery debris including Plaster of Paris moulds.
T 523S	Pottery debris including bisque teapots.
T 525	2 m of overburden containing coke, clinker, etc., sealing a 1.9 m deep deposit of pottery waste including glazed and unglazed sherds and saggars.
T 528N	Pottery debris including Plaster of Paris moulds and saggars; stopped at 4.5 m deep – didn't reach subsoil.
T 528S	Mainly coke, clinker ash debris with occasional pot waste, max depth 2.7 m.
T 532N	Deposit of pottery debris including moulds. Over 4 m of made ground.
T 532S	Deep deposit of pottery debris including saggars, stoneware jam jars, flagons, bisque teapots, and moulds.
T 535	Slag and clinker; no pottery debris.

### *Impact*

The motorway will pass directly across this site, from east to west. Its route will take in a large part of the works itself and a significant area of ceramic waster dumps in the eastern portion of the site. The area of impact is estimated to be 23,100 m<sup>2</sup>.

At this point the motorway is to be carried on an embankment for a bridge over Farmeloan Road. Originally it was thought that the construction of the embankment would serve to protect the buried archaeological deposits and that only the upper deposits (0.5–1 m deep) were at risk from damage during the clearance and preparation for the earthen embankment. However, it has become clear that the preparation of the site for the embankment is likely to be more destructive than originally anticipated and that the degree of disturbance to the buried archaeological remains is likely to be substantial.

The major problem presented by the remains of the pottery factory and the steelworks is that the presence of paved surfaces, large masonry structures, and loose voided debris have the potential to distort the embankment and prevent it from performing as designed. An additional concern relates to the consolidation of the relatively uncompacted areas of pottery waste, which may not be sufficiently stable to carry the road without being compacted. A third concern is that subsurface voids, such as large conduits or basement storage areas (as seen at Bell's Pottery, Port Dundas: Speller 1995; 1996a; 1996b; Seretis 2002; 2003), will have to be made sound. We have been informed that:

“A contractor's main concern will be the overall stability of the final embankment at the end of the day and as such will most likely excavate an initial 0.5/1.0 m of existing material down to what he considers to be firm ground.

This will include the removal of large boulders/rocks etc and anything else which he considers will compromise the stability of the final embankment (ie: he will not distinguish between general rubble and items of potential archaeological interest.)

Thereafter, he will place approved fill material in 0.5/1.0 m controlled 'lifts' which will then be rolled and compacted according to the specification. This will continue to the underside of final carriageway level.”

(A Harrison, pers comm by email)

It now seems likely that the ground preparations will involve not only the removal of the concrete floors and paved areas associated with the steel works, but that substantial masonry features of the pottery (kilns, walls and floors) will also be removed if the contractor judges that they might have an adverse influence on the performance of the embankment. It is not possible to determine the precise level of damage at this point in time – it is likely that the decision will be taken by the contractor in the field, by which time it will be impossible to mitigate the impact without risking serious delay to the construction works.

Clearly the scale of the construction works puts all of the areas to be covered by the motorway embankment at risk. However, it is possible to identify a number of areas which seem particularly vulnerable (see illustration).

- In the south-western portion of the site, where some of the kilns formerly stood, there is a raised area encased in concrete. The interior of this structure has not been investigated, but it could conceal partially demolished kiln bases – a feature observed at Bell’s Pottery (Seretis 2002; 2003).
- The concrete areas representing the floors of the steelworks will be removed, and in these areas it seems possible that the contractor will also wish to remove the walls and floors of the pottery, which generally are less than 2.0 m below the existing ground surface and in the south-west of the site lie only 0.8 m below the existing surface.
- The dumps of pottery waste on the east of the site, especially where these are preserved in the elevated areas (possible steelworks storage yard), which stand approximately 1.5 m above the concrete surfaces of the steelworks.

### *Significance*

In the 2003 evaluation report, this site was considered to be of regional significance. However, considering the good survival of archaeological remains together with new information on the products of the pottery, its extensive export trade, the international recognition of some of its wares, and the potential of any archaeological investigation on this site to inform not just the wider archaeology of the Glasgow region, but historical archaeology in global terms, it is proposed that the site should now be considered to be of national significance. More specifically, aspects of its significance will include:

- **Survival/condition:** substantial remains of the pottery survive, both in the form of structures and massive waster dumps. Several phases of activity have been identified. It thus seems likely that this site contains highly significant archaeological remains in a good state of preservation and of a kind likely to yield valuable information.
- **Period:** this pottery was producing in a period which saw a shift to mass production and mass marketing on a significantly larger scale than previously. The significant archaeological remains on the site may thus provide valuable information on a historically important transformation of work practices and processes, working conditions, and other aspects of the industry.
- **Group value:** this site will group with other potteries in Glasgow and the surrounding area, several of which have seen some level of archaeological investigation over the last few years and decades (cf section 5.3.3 of Part 1 of this report).
- **Multi-period/single period:** this pottery operated over a relatively short period (c.60 years), but several phases of activity have been identified. Thus, the alteration and adaptation of a single works through time can be investigated.
- **Documentation:** although not assessed in detail for this report, an archive does exist for this site. In addition, it has been the subject of some previous historical research and the subject of historical interest. Any archaeological investigation will thus benefit from associated documentary research.
- **Technological or scientific interest and research potential:** the good survival on this site and the presence of significant waster dumps, as well as remains of the works itself, will allow for a detailed understanding of industrial ceramic production of the period. Products of the Caledonian Pottery will also usefully be analysed with reference to other Glasgow pottery excavations. Furthermore, the archaeological study of industrial ceramic production is an established and significant area of research both in the UK and internationally. The products of the Caledonian Pottery were destined for both industrial and domestic use, and investigation of the pottery site may thus inform archaeological work on a variety of other sites. The known export of domestic wares to a number of countries with established historical archaeology traditions means that investigation of the Caledonian Pottery may have international implications for our understanding of the pottery trade, the dating of domestic sites, and a variety of other issues.

### *Mitigation Recommendations*

The ideal situation would be to develop specific mitigation measures in consultation with the main contractor’s design team. This would allow a programme of minimum archaeological intervention to be implemented with a high level of confidence that valuable archaeological resources would not be lost. However, it is recognized that this may not be feasible, so a more broad-brush approach is outlined here. It may be possible to refine these proposals in consultation with civil engineers, so this may be regarded as a ‘worst-case scenario’.

All areas where concrete surfaces are to be removed should be subject to full archaeological excavation so that a detailed record can be made of the pottery structures and associated artefacts in those areas where the buried structures are most likely to be stripped away. Particular attention should be given to the possible upstanding kiln bases in the south-west of the factory. This could involve excavating approximately 50% of the factory site.

Material from the pottery waste dumps on the east side of the site should be collected systematically to identify both spatial and chronological variations in the deposits. It is proposed that this could be successfully achieved through a series of machine-dug trenches which would then be hand-cleaned and recorded prior to collecting pottery products from secure stratigraphic locations.

If parts of the site occupied by the factory are to be left undisturbed then due consideration should also be given to the best means of preserving any remains left *in situ* beneath the motorway embankment. It is recommended that compression monitors be installed to monitor the impact of the embankment on the buried archaeological remains over time.

#### *Health and Safety Considerations*

Apart from the normal health and safety concerns associated with working in deep trenches, there are potential risks presented by chemical contamination. The contamination study revealed high levels of chromium waste towards the Farmeloan Road side of the site, which probably represents opportunistic (illicit?) dumping of waste. Elsewhere on the site, the levels of hazardous waste were not deemed to be high enough to cause excessive concern.

Any archaeological excavations on the site would need to take suitable precautions (ie employing appropriate PPE and hygiene facilities) and to involve a suitably qualified environmental chemist to identify hazardous deposits on site. In our opinion, it seems likely that it will be possible to identify such deposits and remove them to allow archaeological work to be conducted without presenting an unacceptable level of risk to the fieldworkers. However, prior to finalising the archaeological programme it is recommended that a more intensive assessment of the soil chemistry be undertaken which is linked to archaeologically meaningful stratigraphy.

#### *Summary History and Historical Context*

The Caledonian Pottery company was first established in 1800 at Garngadhill, Glasgow. In 1870, the firm moved to Farmeloan Road, when it was under the joint ownership of William F Murray and John Macintyre, and produced fancy earthenware goods, storage jars, and other wares. The firm was taken over at the end of the century (1898) by a Liverpool firm, W P Hartley, which continued the same production. The pottery closed down in 1929. By 1930, the Caledonian Works of A G MacFadden and Co, steel merchants, occupied the site.

The Pottery appears on the second edition (1892-4) and third edition (pre-First World War) of the Ordnance Survey. The site is trapezoidal in shape, broadening out towards its eastern end. The maps shows the pottery buildings as concentrated in the western half of the site and extending from the railway in the south to the northern limit of the site. To the east and along the north of the buildings a large dump area is indicated, sloping down sharply to the surrounding ground level at the edges of the site. Inspection on the ground confirms that this is a massive pottery waster dump. The main structure on the site is a large rectangular building and the second edition shows a variety of features within this. Most notably, there is a group of at least eight large kilns and a chimney in the western end of the building. A second, narrow and smaller building lies to the south of the first and appears to contain additional kilns.

For over 50 years to 1929, the Pottery was one of the principal industrial firms in Rutherglen. Industrial pottery manufacture in Glasgow and its surrounding area had first emerged in 1748 with the Delftfield Pottery on the Broomielaw. This was followed by works in Turine Street (1770-84) and by the Caledonian Pottery at Garngadhill, Glasgow's third pottery firm. In the period 1868-74, at the time of the move to Rutherglen, the Caledonian was producing various stoneware items, including a range of embossed leaf-patterned tableware in 'translucent green glaze', similar to that produced by Wedgwood and other Staffordshire firms. During 1872-74, most of the works stock and equipment was moved from Glasgow to Rutherglen, and the firm continued to operate under its established company name of Murray & Co. Advertisements of this period list the products as teapots, caneware, bottles, jugs, jam pots etc, of every variety of Rockingham, cane, Bristol and Saltglaze ware for home use and export; chemical wares of endless variety including anti-acid pipes and connection taps etc for manufacturing chemists; and, filters.

The company had agents for Scotland, England and Ireland, and also made teapots, spittoons, bakers, bowls, fine Rockingham teapots, pressure jars, jelly cans and other goods for an extensive export business to America and New Zealand. In these areas, the 'Ru-glen [ie Rutherglen] Rockingham' teapot was well known.

Murray carried out experiments on continuous gas-fired kilns and much contemporary interest was shown in his work on smoke prevention in particular. In 1892, a patent was granted for kiln developments and the Murray and McIntyre Patent Gas Kiln Co Ltd, Gas Kiln, Muffle Gas and Gas Plant manufacturers, was formed in that year. However, the company dissolved in 1895, before production had begun.

W P Hartley, jam manufacturer, who received most of his stoneware containers from Scottish potteries, grasped the opportunity to hold a direct interest in the manufacturing business when Murray went into liquidation in 1897. Under Hartley, the pottery continued to produce wares similar to those that had been produced before: stoneware bottles, spirit jars, jam jars, hot-water bottles, Rockingham and cane ware, and others. The Pottery continued to prosper until 1928, when the effects of the depression led to final liquidation and dissolution by 1930. The buildings on the site were demolished and the site was taken over and developed by the Caledonian Steel Works, later Guest, Keene & Nettlefold.

### *Non-archaeological Sources*

#### *Documentary Sources*

NMRS ref MS500/53/48 (map extracts, copies of advertisements for the pottery from Slaters' directories 1852, 1896-1911).

NAS ref BT2/3999 Caledonian Pottery Ltd, company papers (West Register House). This archive has not been appraised for the current assessment.

Guest, Keene, and Nettlefold records (Wales):

Gwent Record Office ref D 409, D 503 (1867-1944): manager's monthly reports, financial statements, balance sheets, ledgers, output returns, agreements, corresp, rent accounts, rate valuations, employees' records, plans;

Gwent Record Office ref unknown (1921-30): general manager's notebook.

Guest, Keene, and Nettlefolds Fasteners Ltd, screw manufacturers + GK&N (Bolt & Nut) Ltd records (Staffordshire):

Walsall Local History Centre ref Accs 283, 287, 311 (c1850-1963): corresp, registers, drawings, plans, catalogues;

Walsall Local History Centre ref 265, 280, 313 (19<sup>th</sup> and 20<sup>th</sup> century): financial and other records.

#### *Plans*

None sourced (but plans may be contained in the archives discussed above).

#### *Photographs & Illustrations*

A variety of images of some products of the pottery are accessible through SCRAN (cream jars, spittoons, cups, teapots, plates, and others):

SCRAN ID 000-000-005-125-C; 000-000-005-122-C; 000-000-005-124-C; 000-000-005-127-C; 000-000-005-126-C; 000-000-005-123-C; 000-000-005-101-C; 000-000-474-033-C; 000-190-004-004-C; 000-000-590-411-C; 000-190-004-124-C; 000-190-004-125-C; 000-190-004-132-C; 000-000-192-356-C

#### *Secondary Sources*

Cormack, I 1988 *Old Rutherglen: with Burnside*. Ochiltree: Stenlake.

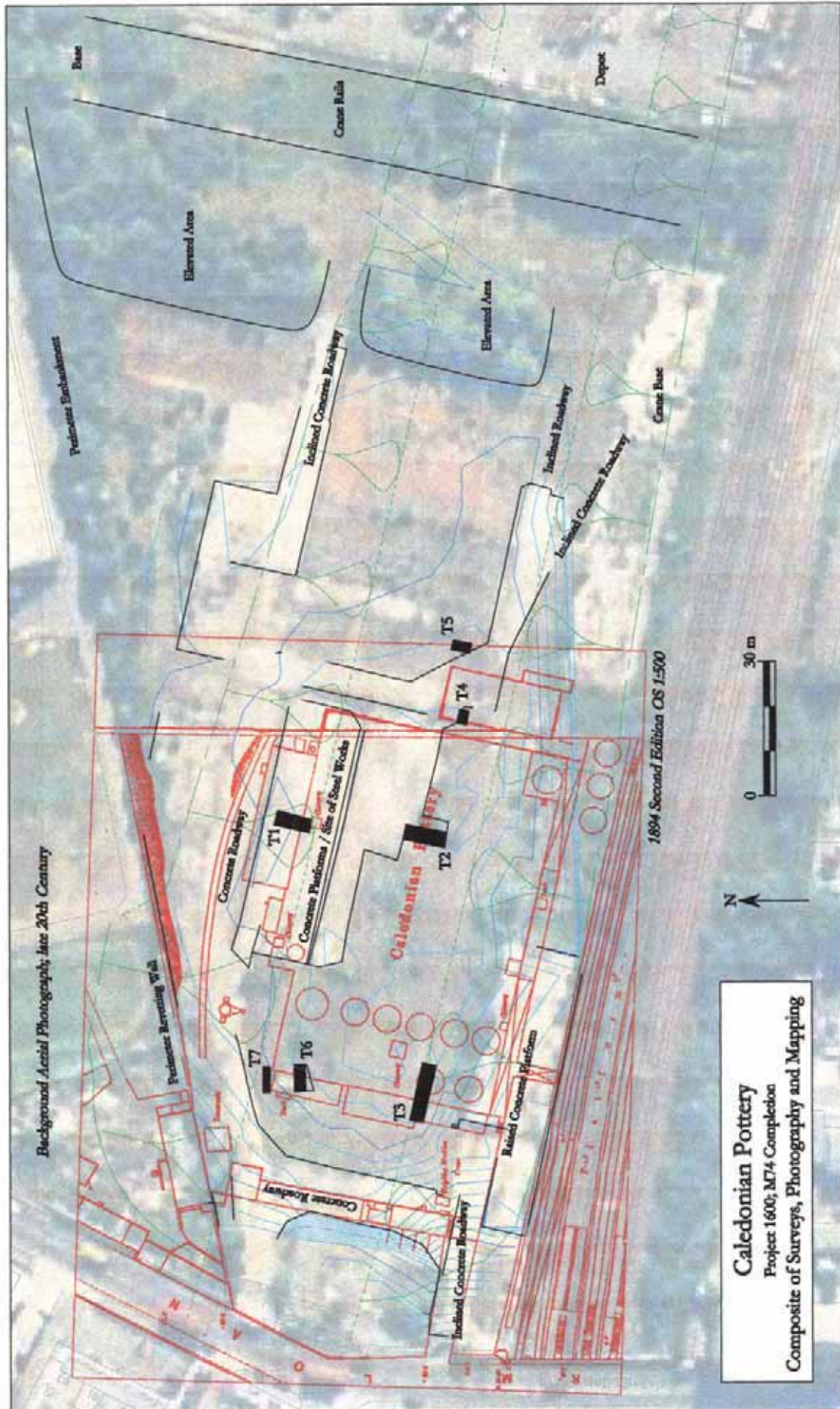
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Tr1 Machine dug trench revealing brick floor of pottery works.



Tr2 Machine dug trench revealing brick floor of pottery works.



Tr4 Machine dug trench revealing exterior surface (?), southern wall of pottery works in section and within the pottery works a drain filled with pottery wasters and a white clay deposit (right).



Tr5 Machine dug trench through extensive waste deposits to the east of the factory showing the stratigraphy of the deposits incorporating pottery wasters, saggars, kiln waste and fuel ash.